

December 5, 2003

Office of the Secretary  
Case Control Unit  
STB Finance Docket 34075  
Surface Transportation Board  
1925 K Street, NW  
Washington D.C 20423-0001

STB Finance Docket No. 34075 – Environmental Comments

*Six County Association of Governments - Rail Line between Levan and Salina, Utah*

Dear Mr. Secretary:

My name is Keith Hampton and I own and operate Hampton Farming and Livestock with my father and brother. We farm about 700 acres of irrigated land and 1000 acres of pasture, both irrigated and non irrigated. We have 350 head of mother beef cows and 200 head of dairy cows. Our operation is located north and south of the town of Redmond. We are affected by the proposed railroad alignment in Section 23, Township 19 South, Range 1 West; Sections 11 & 14 in Township 20 South, Range 1 West.

We are not opposed to the railroad coming in, but we are opposed to the proposed alignment, because it's impact on agricultural land.

As we understand the proposal, the alignment is on the East side of the county road just south of Redmond Knoll. On the East side there are six water wells, used for livestock, and a number of corrals, in the proposed alignment corridor. I would prefer to have the alignment along the East side of the road. The prime farm ground is on the West side and is also the side where most of the access for equipment is needed. Therefore if the alignment is located on the East side it would eliminate most of the equipment crossings. On the East side there would still need to be crossings for equipment and livestock, but a fewer number would be needed than the West side. On draw back to the East side would be the presence of some ditches, but they could be replaced just East of the alignment. Most of our farm ground will be impacted along edges if the proposed alignment is followed, which is a real advantage, but one field just south of the Redmond Knoll would be badly fragmented.

The value of the farmland is also of concern. Land located on the East side is generally of lower value than that located on the West.

Our home and dairy operation is located far enough away from the proposed alignment that we are not worried about the noise impact.

Myself and our neighbors are would like the railroad alignment to stay high along the Piute Canal, because it would impact no farming operations and would have far fewer road crossings. I would suggest that the load out facility be build near Highway 50 where it crosses the Piute

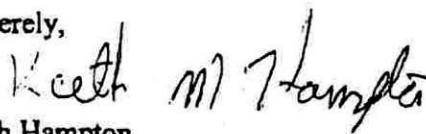
Canal and truck the coal from the proposed Lost Creek interchange on I-70 across old highway 89, along a county road to highway 50 and up highway 50.

Again our main concern is that the proposed alignment will severely impact agriculture from just North of Redmond Salt mine to Lost Creek.

We very much need a fence along the alignment through the farm land on the southern end of the alignment. One area of particular concern is directly West of the Redmond Salt Mine. We winter our cows in that area and that is also the area where the mother cows calve there off spring.

In this same area we also have a irrigation reservoir along the Piute Canal and a pipeline that services fields to the East. As the alignment is studied and designed please provide a conduit under the railroad to service and/or replace irrigation lines.

Sincerely,

A handwritten signature in black ink that reads "Keith M. Hampton". The signature is written in a cursive, flowing style.

Keith Hampton  
Hampton Farming and Livestock